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25X1

CLASSIFICATION SECRET

COUNTRY East Germany REPORT

TOPIC Grossenhain Airfield

EVALUATION PLACE OBTAINED 25X1

25X1

DATE OF CONTENT

DATE OBTAINED PREPARED 17 February 1955

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Grossenhain airfield between 1 and 19 January 1955: 25X1

1 to 10 January. No air activity was observed.

11 January. Between 0930 and 1100, the sound of jet engines was heard at intervals of 15 to 25 minutes. A MiG-15 or U-MiG-15s crossed over Grossenhain at an altitude of about 200 meters at 1230.

13 January. Between 1000 and 1225, individual MiG-15s or U-MiG-15s made small circles over the field at an altitude of about 200 meters. A total of 12 individual take-offs were made. Local night flights were observed from 2010 to 2045. Contrary to previous observations, the searchlights were not in operation. At 1300, a total of 20 MiG-15s or U-MiG-15s were parked on the landing field, including 3 in front of the hangar with a cupola roof, 9 parked in line on the southern section of the auxiliary runway, 4 slightly east of the latter aircraft, and 4 on the dispersal area of the alert formation. At about 1600, the MiG-15 aircraft were arranged as follows: the alert planes were on the dispersal area of the alert formation; 8 were seen at the end of the main runway; 5 on the southern section of the auxiliary runway as at 1300; and 2 in front of the hangar with the cupola roof. The aircraft was towed from the southern 25X1 edge of the field toward the hangar with the cupola roof. Several motor vehicles were parked on the landing field: 1 bus and 4 trucks were near the aircraft on the auxiliary runway, 2 trucks were on the landing field and in the southeastern corner of the field, 2 trucks mounted searchlights. Eight red lamps were located at the end of the main runway.

14 January. No air activity was observed.

15 January. Between 1200 and 1430, 10 MiG-15s or U-MiG-15s flew in narrow circles over the field at an altitude of between 250 and 300 meters.

16 to 18 January. There was no air activity.

19 January. No air activity was observed except for the crossing by a MiG-15 or 25X1 U-MiG-15 over Grossenhain at 0900. MiG-15s or U-MiG-15s parked at the field included 10 on the southern section of the auxiliary runway and 4, on the dispersal area of the alert flight. Several soldiers who were seen next to the aircraft on the auxiliary runway apparently received instruction.[1]

2. No change was observed on the radio and radar installations at the field. The poles of the new telephone line extended to the east as far as a point in line with the main runway. The cross pieces were fitted with 8 insulators but the lines had not yet been strung. It could not be determined in which direction the line would continue.[2]

3. On 13 January, a van-like truck mounting a superstructure about 2 meters high on the rear section of the box was parked next to the radio installation northwest of Folbern.

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A mast about 2 meters high projected from the superstructure. A light used for signalling purposes was fitted on the masthead. A strong white light flashed up for about 2 seconds at intervals of 3 to 4 seconds. Another vehicle with the same type installation was parked at the southern end of the auxiliary runway. This installation was not in operation.3

4. Vehicular traffic at the field included:

Sedans	Trucks

25X1

4

1. [redacted] Comment. It is believed that Grossenhain airfield is still occupied by a fighter division headquarters and 2 fighter regiments. The little air activity observed during daytime and at night was probably performed by exchanged personnel. MiG-15s [redacted] were observed for the first time. 25X1 25X1

[redacted]

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